

Report

Of the Pacific Southwest Railway Museum Assn. Inc.

Issue 26

San Diego, California

May 14, 1966

"FALLBROOK CHIEF" ROLLS AGAIN

GOOD MORNING - AND WELCOME ABOARD

Welcome aboard the Santa Fe train, the "Fallbrook Chief." Chartered by the Pacific Southwest Railway Museum Association, Inc., today's special train will transport passengers from National City, San Diego and Del Mar to Fallbrook and the 1966 National Avocado Festival.

The entire train is open to all. Feel free to roam the length of it. Consider your coach seat as your permanent one-way seat. Observation car seats are unreserved and available to all. Be considerate of others and share the space in this unusual Canadian Pacific mountain observation car.

HERE IS TODAY'S SCHEDULE:

			Miles
Lv	National City	8:00 a.m.	0.0
Lv	San Diego	8:45	5.6
Lv	Del Mar	9:15	29.1
Lv	Fallbrook Junction	9:55	49.0
Arr	Fallbrook	11:10	65.9
Lv	Fallbrook	6:00 p.m.	
Arr	Del Mar	7:30	
Arr	San Diego	8:00	
Arr	National City	8:30	

At Fallbrook Junction, conditions permitting, the San Diego train will await arrival of the National Avocado Festival train from Los Angeles. Railfans and photographers may take pictures of two trains both headed for Fallbrook.

Back issues of "Dispatcher" and railroad and street car photographs may be purchased on the train.

PSRMA President Stanton Kerr and Excursion Director Wally Duthie welcome all excursionists and wish for each person a most pleasant Saturday outing.

The National Avocado Festival Schedule is as follows: Noon - barbeque; 1 p.m. - grand parade; 2 p.m. - free scenic bus tours and artists' street show; 4 p.m. - pageant; 5:30pm - Artists' Auction.

EXCURSIONISTS! YOU MUST READ THIS!

The SAFE way to travel is by TRAIN. Steel wheels riding on steel rails combined with employee and company adherence to operating rules give train travel its excellent safety record.

On an excursion train with the many stops and varied operations it is important that passengers be safety conscious. Here are some reminders:

1. Operation of the train is the sole responsibility of railroad personnel. PSRMA officials will assist with loading and unloading. No other person has any responsibility.

2. Watch for train movements on adjacent tracks - particularly on the main line.

3. Do not board or leave the train while it is in motion. "Play safe!"

4. Doors must be closed when the train is in motion.

5. Children must be supervised by their parents. Young children should be with their parents when the train is moving.

6. PSRMA officials will advise guests of train stops and other activities

7. Passengers should limit themselves in time spent in the observation car. Let all excursionists have an opportunity to ride in this car.

8. Do not lean out the doors or sit on rails in the baggage car.

While in Fallbrook

Passengers may leave items on the train while viewing the activities in Fallbrook. Although the train will be locked no guarantee for the safeguarding of these items can be made. Do not leave valuables on the train. During the latter portion of the afternoon one coach will be open to excursionists. Avocados may be left on the baggage car providing there is identification. Remember there will be two trains in Fallbrook!

R E P O R T

Report is the official publication of the Pacific Southwest Railway Museum Assoc., Inc. of San Diego County, Calif.

Officers are: Stanton Kerr, president; Lee Adams, vice president; George Allen, secretary; and Vic Koenigsberg, treasurer.

Report staff members are: Charles Kent, editor; Kent Anderson, publicity; and George Geyer, circulation.

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A N N O U N C E M E N T S

Next meeting of the Pacific Southwest Railway Museum Assoc. is set for Sunday, May 15, the day following the Fallbrook excursion. Meeting place is the Old Library Building across from the fire station in El Cajon. Meeting time is 7:30 p.m.

A work party is to be held at Walter Hayward's home on Sunday, May 22, at 9 a.m. The inventory will be completed. Thursday night work parties will begin shortly. Hayward has announced a crash program for the completion of work on the Santa Maria Valley railbus. The car will be placed on exhibit at the Del Mar Fair in 1967.

EXCURSION CANCELLED

The excursion from Mexicali to Puerto Penasco announced for May 29 has been cancelled.

MUSEUM OBTAINS FEDERAL TAX EXEMPTION

The Pacific Southwest Railway Museum Association in April became the fourth California railfan organization to be granted federal tax exemption.

Stanton Kerr, president, and Louis Nigro, honorary member, filed applications, completed questionnaires, wrote letters and briefs, and appeared for hearings. After months of deliberation & delay - the Internal Revenue Service granted the request and on April 9 President Kerr received the exemption number, LA-EO-66-382.

PSRMA members and guests may not include dues and costs of services rendered as tax deductions in income tax reports. Donations are tax deductible, however.

PSRMA acquired tax exemption from the state at the time of incorporation.

A WORD ABOUT THE DISPATCHER

Attached to this issue of Report is a copy of Issue 46 of Dispatcher. This issue, originally prepared to tie in with the 1964 Fallbrook excursion, is presented to you with the compliments of the Museum.

Dispatcher is distributed to all dues paying members of the Railway Historical Society of San Diego, a sister railfan organization. It is an official publication of the Society and also an affiliated publication of PSRMA. The editors hope you will enjoy reading "The Fallbrook Line."

Here are some corrections and additions for Issue 46. In the seventh line from the foot of page one, column one, add the word "receive" after "will."

On August 11, 1957, Richard V. Dodge, now deceased, was the featured speaker at a RHSofSD picnic in Fallbrook. He told the California Southern story. After the program guests visited the "original" Fallbrook station down in the canyon. Later Dodge reviewed his notes and wrote the story, "The Fallbrook Line," for Issue 17 of the Dispatcher. In this issue Dispatcher repeats the story and adds pictures and other material.

The Dispatcher excursionists will receive today is a reprint. The original edition was distributed to regular subscribers and to the 430 who rode PSRMA's 1964 "Fallbrook Chief."

HERE IS SOME CHIT CHAT

Your acting editor (Charles Kent is occupied with housework - his wife was in the hospital but now all is well!) lost his notes but Kent Anderson reported that representatives of a new locomotive type have been observed on the Surf Line..... Douglas Duncan reports that Southwest Railway Library is now an "Inc.," having received state approval of the action... ..On May 11 the Fallbrook ticket sales were over 300 - welcome news in that excursion officials this weekend thought the trip was dead.

PSRMA now owns about two hundred running feet of track, several crossing bucks, a pendulum type crossing signal, the old guard shanty (from the Santa Fe), a considerable amount of odds and ends (spikes, parts, etc.), and the Museum's first piece of rolling stock, a Fairmont Railbus, complete with a Model A Ford engine. When restored, this piece of equipment will be most unique, perhaps the only one of its kind still in existence. To our knowledge no other Rail museum has one. The rail bus is now about 80% restored.

Museum officials have leads on the availability of many steam locomotives throughout the United States, three of which the Museum is almost certain to acquire. All are in operating condition, and need, at most, only minor repairs.

Inquiries are now being made about three plots of land. At least one looks good at this time. We hope for from one to five miles of right of way.

There are many private collections of railroadiana waiting for a good museum to house them. It is our hope to provide that facility.

Like any association of our type, we have many needs. We need the land to run on, more equipment to operate or display, money to purchase and transport equipment, and many, many interested hard working members. We still have a long way to go, and it will take a lot of just plain getting in and pushing for us to achieve our final goal.

RAILROAD CONSTRUCTION? ELECTRIC?

Another major railroad construction project, one of considerable interest to San Diego area railfans, may be undertaken sooner than anticipated. PSRMA member Wally Duthie reports that FSBC transportation superintendent Jorgas (?) said that construction will begin shortly on an electrified railway between Victoria (42.8 kilometers below Pascualitos) and Ensenada.

According to Duthie, Jorgas reports that he will leave shortly for France to inspect the electrified railways of that country. Report suggests that area railfans wait for confirmation before they become too excited. However, in Dispatcher, Issue 12, note was made of a San Diego Union report about planned construction of

a railroad to Ensenada. In Issue 18, John Gorby, now deceased, told of the presence of German railway engineers in the Ensenada area. Then the August 1960 issue of "Renovacion," a house organ of the Pacific Railroad, ran an article, "The Port of Ensenada" needs a railroad." Note was made of a preliminary survey which had been completed and of a line which would either parallel the border or would take off from Victoria.

SAN DIEGO & ARIZONA EASTERN

Engine 5108, last used on April 21, is due for scrapping. It has been replaced by engine 1005, one of SP's original diesel switchers. 1005, built by EMD in 1939, is a 600hp, S-1 weighing 199,000 pounds. Its top speed is 20 mph.

For the first time in years, a helper was used on the El Cajon line. Engines 5101 and 5119 were used in multiple operation with the 4605 as a helper. Although all units in the consist were equipped for MU operation, the 4605 was operated separately as it will not operate with the 5100s.

"California's Most Determined Railroad" -- is what the Pacific Telephone Company called the SD&AE. A very brief history of the road appeared in the April 1966 issue of Telephone News.

Coming up soon in the Report - The story of SD&AE's struggle for life. The story is told in a speech by Mr. S. A. Lamey, given on February 26, 1953. Look for some interesting reading later this summer.

SANTA FE

Santa Fe's 2394 is back in town. It is no longer equipped with steam generator, however. The 800s and 900s get into town regularly these days. 1200s, 1300s, and 1400s are also regular visitors.

New Santa Fe passenger schedules are:
73 - Lv S.D. 8 a.m.; ar. LA 10:55 a.m.
75 - Lv. S.D. 12:30pm; ar LA 3:25pm.
77 - Lv. S.D. 5pm; ar L.A. 7:55pm
74 - Lv. L.A. 8:30am; ar S.D. 11:25am
76 - Lv. L.A. 12:01pm; ar S.D. 2:55pm
78 - Lv. L.A. 7:45pm; ar. S.D. 10:40pm
All times are Pacific Daylight. Grand Canyon connections are again at Fullerton.

Just as sure as the locomotive fireman needs to build a fire in the engine's firebox to make it go, a Museum needs a "fireman" to build a fire under its membership to make them "go!" Our fire is already burning. If we expect to keep it burning, we've got to work at it or it will die out. What I'm "driving" at can be told in a few short paragraphs.

I'm sure everyone is aware of the locomotive donation we are expecting confirmation on momentarily. Perhaps we will have the "word" before this message is in print. You may also have heard that the land we need to lay our track on may be "just around the corner." Yes, we have another deal cooking on the front burner which may materialize sooner than you think.

Now let's put two and two together and take a good hard look at the answer. We have between 30 and 40 regular members on our roster. If we get our locomotive, and if we get the land, who is going to do the work of track laying, building, grading, etc.? Will you? Can we rely on a dozen members to donate their time, experience and labor to get our project into operation? A half dozen perhaps? Orange Empire Trolley Museum has a membership of approximately 300 fans. Do you know how many of the 300 are actually donating their time to work on the various projects?

According to the information published in their Traction Gazette, it appears they are fortunate to have a turn-out of a mere dozen people. This boils down to one twenty fifth (1/25) of the membership doing all the work. If we use the same ratio and apply it to our membership of 30 to 40 people, approximately one and a half members (1½) would show up for work parties. Fortunately, we usually have better success than this. However, I have noted that on more than one occasion only three have shown up.

Granted that OETM is out in the "boondocks" and a long ways from the "big cities." Obviously, their out of the way location is a contributing factor in the worker shortage. However, I can't help but wonder how many additional "workers" would show up if they had been located closer to San Diego or Los Angeles.

We are a long ways from attaining a 300 membership museum. When the semaphore turns green, and we have land, materials, vehicles, etc. at our disposal, can we rely on you to give us a hand? Can we depend on you to stick with us until we are on an operating basis? Will you be willing to pledge a minimum number of hours per month to working on museum projects?

Let's begin now. Let's stop making excuses. Let's show our Museum Superintendent that we are behind him 100 percent. Let's show up regularly for regularly scheduled work parties. Let's be there Sunday May 22nd! And, let's also attend our monthly meetings!

Stanton Kerr, president

WE STOPPED THE PRESSES FOR THIS ONE - WE REALLY DID! PSRMA HAS A STEAM LOCOMOTIVE!

STEAM LOCOMOTIVE IS DONATED!!!

E. J. Lavino & Co., an industrial concern in Philadelphia, Pa., has donated Locomotive No. 10, an O-6-OT saddle tank 60-ton coal burner to the Pacific Southwest Railway Museum Association, Inc. Donation represents the culmination of one man's continued and persistent effort to bring an operating steam locomotive to San Diego. That man is PSRMA member Terry Durkin. Terry has literally written hundreds of letters in his search for a locomotive. He has developed a method of locomotive appraisal which is accepted by industrial firms.

Confirmation of the donation came in a May 11 telephone call to Durkin by M. J. Albury Fleitas, vice president of E. J. Lavino.

Locomotive was built by American Locomotive works in 1923. It weighs 117,440#, has a water tank capacity of 2000 gallons, and a driving wheel diameter of 44". It is in excellent operating condition, according to Fleitas.

Terry and Bill Wootton are completing arrangements with the Orange Empire Trolley Museum in Perris for temporary storage and operation. Stanton Kerr, PSRMA president, said the locomotive's permanent home will be on museum property yet to be acquired in San Diego County. Renewed effort will be made to obtain property.